

❖ SPEECH ❖

OF

Proctor Knott

ON

DULUTH

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Statistical Comments

UP TO DATE.

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# “Knott on Duluth.”

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## SPEECH OF HON. J. PROCTOR KNOTT, OF KENTUCKY.

[Delivered in the House of Representatives, Feb., 1871.]

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THE BILL FOR THE RENEWAL OF THE ST. CROIX LAND GRANT  
BEING UNDER CONSIDERATION, MR. KNOTT ADDRESSED THE  
HOUSE AS FOLLOWS:

Mr. Speaker: If I could be actuated by any conceivable inducement to betray the sacred trust reposed in me by those to whose generous confidence I am indebted for the honor of a seat on this floor; if I could be influenced by any possible consideration to become instrumental in giving away, in violation of their known wishes, any portion of their interests in the public domain for the mere promotion of any railroad enterprise whatever, I should certainly feel a strong inclination to give this measure my most earnest and hearty support; for I am assured that its success would materially enhance the pecuniary prosperity of some of the most valued friends I have on earth; friends for whose accommodation I would be willing to make any sacrifice not involving my personal honor or my fidelity as the trustee of an express trust. And that fact of itself would be sufficient to countervail almost any objection I might entertain to the passage of this bill, not inspired by an imperative and inexorable sense of public duty.

But, independent of the seductive influences of private friendship, to which I am, perhaps, as susceptible as any of the gentlemen I see around me, the intrinsic merits of the measure itself are of such an extraordinary character as to commend it most strongly to the favorable consideration of

the House, myself not excepted, notwithstanding my constituents, in whose behalf alone I am acting here, would not be benefited by its passage one particle more than they would be by a project to cultivate an orange grove on the bleakest summit of Greenland's icy mountains. (Laughter.)

Now, sir, as to those great trunk lines of railroad spanning the continent from ocean to ocean, I confess my mind has never been fully made up. It is true they may afford some trifling advantages to local traffic, and they may even, in time become the channel of a more extended commerce; yet I have never been thoroughly satisfied either of the necessity or expediency of projects promising such meager results to the great body of the people. But with regard to the transcendent merits of the gigantic enterprise contemplated in this bill I never entertained a shadow of doubt. (Laughter.) Years ago, when I first heard that there was, somewhere in the vast *terra incognita*, somewhere in the bleak region of the Northwest, a stream of water known to the nomadic inhabitants of the neighborhood as the river St. Croix. I became satisfied that the construction of a railroad from that raging torrent **[Water-power of St. Louis River, adjoining Duluth, 65,000 horse-power.]** to some point in the civilized world was essential to the happiness and prosperity of the American people, if not absolutely indispensable to the perpetuity of Republican institutions on this continent. (Great laughter.) I felt instinctively that the boundless resources of that prolific region of sand and pine shrubbery would never be fully developed without a railroad constructed and equipped at the expense of the government, and perhaps not then. (Laughter.) **[Number of lines of railroad entering Duluth, 9.]** I had an abiding presentiment that, some day or other, the people of the whole country, irrespective of party affiliations, regardless of sectional prejudices, and "without distinction of race, color, or of previous condition of servitude," would rise in their majesty and demand an outlet for the enormous agricultural products of those vast and fertile pine barrens, drained in the rainy season by the surging waters of the turbid St. Croix. (Great laughter.) These impressions, derived simply and solely from the "eternal fitness of things," were not only strengthened by the interesting and eloquent debate on this bill, to which I listened with so much pleasure the other day, but intensified if possible, as I read over this morning, the lively colloquy which took

place on that occasion. The Hon. gentleman from Minnesota, Mr. Wilson, who, I believe, is managing this bill, in speaking of the character of the country through which this railroad is to pass, says this: "We want to have the timber brought to market as cheaply as possible. Now, if you tie up the lands in this way, so that no title can be obtained to them—for no settler will go on these lands, for he cannot make a living—you deprive us of the benefit of that timber." **[Estimated amount of standing pine tributary to Duluth, 30,000,000,000 feet.]** Now, sir, I would not have it, by any means, inferred from this that the gentleman from Minnesota would insinuate that the people in that section desire this timber merely for the purpose of fencing up their farms so that their stock may not wander off and die of starvation among the bleak hills of the St. Croix. (Laughter.) I read it for no such purpose, sir, and make no such comments on it myself. In corroboration of this statement of the gentleman from Minnesota, I find this testimony given by the honorable gentleman from Wisconsin, Mr. Washburn, who, speaking of the same lands, said: "They are, generally, sandy, barren lands. My friend from Green Bay District, Mr. Sawyer, is himself perfectly familiar with this question, and he will bear me out in what I say, that these pine timber-lands are not adapted to settlement." Now, sir, who, after listening to this emphatic and unequivocal testimony of these intelligent, competent and able-bodied witnesses, (laughter), who, that is not as incredulous as St. Thomas himself, will doubt for a moment that the Goshen of America will be found in the valleys and upon the pine-clad hills of the St. Croix? Who will have the hardihood to rise in his seat on this floor and assert that, excepting the pine bushes, the entire region would not produce vegetation enough in ten years to fatten a grasshopper? (Great laughter.) **[Wheat produced in 1891 in Minnesota, North and South Dakota, 137,152,000 bushels.]** Where is the patriot who is willing that his country shall incur the peril of remaining another day without the amplest railroad communication with such an inexhaustible mine of agricultural wealth? (Laughter.) Who will answer for the consequences of abandoning a great and warlike people, in possession of a country like that, to brood over the indifference and neglect of their government? (Laughter.) How long would it be before they would take to studying a declaration of independence and hatching out the damnable

heresy of secession? How long before the grim demon of civil discord would rear again his horrid head in our midst, "gnash loud his iron fangs and shake his crest of bristling bayonets?" (Laughter.) Then, sir, think of the long and painful process of reconstruction that must follow, with its concomitant amendments to the Constitution; the seventeenth, eighteenth, and nineteenth articles. The sixteenth, it is, of course, understood, is to be appropriated to those blushing damsels who are, day after day, beseeching us to let them vote, hold office, drink cocktails, ride astraddle, and do everything the men do. (Roars of laughter.) But, above all sir, let me implore you to reflect for a moment on the deplorable condition of our country in case of a foreign war; with all our ports blockaded; all our cities in a state of siege; the gaunt specter of famine brooding like a hungry vulture over our starving land; our commissary stores all exhausted, and our famished armies withering away in the field, a helpless prey to the insatiate demon of hunger; our navy rotting in the docks for want of provisions for our gallant seamen; and we without any railroad communication whatever, with the prolific pine thickets of the St. Croix. (Great laughter.) Ah, sir, I could very well understand why my amiable friends from Pennsylvania (Mr. Myers, Mr. Kelley and Mr. O'Neill) should be so earnest in their support of this bill the other day, and if their honorable colleague, my friend, Mr. Randall, will pardon the remark, I will say I consider his criticism of their action on that occasion as not only unjust, but ungenerous. I knew they were looking forward with far-reaching ken of enlightened statesmanship to the pitiable condition in which Philadelphia will be left unless speedily supplied with railroad connection, in some way, with this garden spot of the universe. (Laughter.) And, besides, sir, this discussion has relieved my mind of a mystery that has weighed upon it like an incubus for years. I could never understand before why there was so much excitement during the last Congress over the acquisition of Alta Vela. I could never understand why it was that some of our ablest statesmen and most distinguished patriots should entertain such dark forebodings of the untold calamities that were to befall our country unless we should take immediate possession of that desirable island. But I see now that they are laboring under the impression that the government will need guano to manure the public lands on the St. Croix. (Great laughter.) Now, sir, I repeat, I had been satisfied for years that if there was any



portion of the habitable globe absolutely in a suffering condition for want of a railroad, it was the teeming pine barrens of the St. Croix. (Laughter.) At what particular point on that noble stream such a road should be commenced I knew was immaterial, and so it seems to have been considered by the draughtsman of this bill. It might be up at the spring, or down at the foot-log, or the water-gate, or the fish-dam, or anywhere on the bank, no matter where. (Laughter.) But in what direction it should run, or where it should terminate, were always, in my mind, questions of the most painful perplexity. I could conceive of no place on "God's green earth" in such straightened circumstances for railroad facilities as to be likely to desire, or willing to accept, such a condition (Laughter.) I knew that neither Bayfield nor Superior City would have it, for they both indignantly spurned the munificence of the government when coupled with such ignominious conditions, and let this very same land grant die on their hands years and years ago, rather than to submit to the degradation of direct communication, by railroad, with the piney woods of the St. Croix; and I know that what the enterprising inhabitants of those giant young cities refused to take would have few charms for others, whatever their necessities or their cupidity might be. (Laughter.) Hence, as I have said, sir, I was utterly at a loss to determine where the terminus of this great and indispensable road should be, until I accidentally overheard some gentleman, the other day, mention the name of "Duluth." (Great laughter.) Duluth! [**Population of Duluth in 1880, 3,483; in 1885, 18,000; in 1890, 33,115; in 1893, including West Duluth, 70,000.**] The word fell upon my ear with peculiar and indescribable charm, like the gentle murmur of a low fountain stealing forth in the midst of roses, or the soft sweet accents of an angel's whisper in the bright, joyous dream of sleeping innocence. Duluth! 'Twas the name for which my soul had panted for years, as a hart panteth for the water-brooks. (Renewed laughter.) But, where was Duluth? Never, in my limited reading, had my vision been gladdened by seeing the celestial word in print. (Laughter.) And I felt a profound humiliation in my ignorance that its dulcet syllables had never before ravished my delighted ear. (Roars of laughter.) I was certain the draughtsman of this bill had never heard of it, or it would have been designated as one of the termini of this road. I asked my friends about it, but they knew nothing of

it. I rushed to my library and examined all the maps I could find. (Laughter.) I discovered in one of them a delicate, hair-like line, diverging from the Mississippi at a place called Prescott, which I supposed was intended to represent the river St. Croix, but I could nowhere find Duluth! Nevertheless, I was confident that it existed somewhere, and that its discovery would constitute the crowning glory of the present century, if not of all modern times. (Laughter.) I knew it was bound to exist in the very nature of things; that the symmetry and perfection of our planetary system would be incomplete without it. (Renewed laughter.) **[Receipts of Duluth Postoffice, 1880, \$6,588.80; 1892, \$78,864.94.]** That the elements of material nature would have long since resolved themselves back into original chaos if there had been such a hiatus in creation as would have resulted in leaving out Duluth. (Roars of laughter.) In fact, sir, I was overwhelmed with the conviction that Duluth not only existed somewhere, but that, wherever it was, it was a great and glorious place. **[Miles of railroad tributary in whole or part to Duluth in 1893, 20,000.]** I was convinced that the greatest calamity that ever befell the benighted nations of the ancient world was in their having passed away without a knowledge of the actual existence of Duluth; that their fabled Atlantis, never seen, save by the hallowed vision of inspired poesy, was, in fact, but another name for Duluth; that the golden orchard of Hesperides, was but a poetical synonym for the beer gardens in the vicinity of Duluth. (Laughter.) I was certain that Herodotus had died a miserable death, because, in all his travels and all his geographical researches, he had never heard of Duluth. (Laughter.) I knew that if the immortal spirit of Homer could look down from another heaven than that created by his own celestial genius, upon the long lines of pilgrims from every nation of the earth to the gushing fountain of poesy opened by the touch of his magic wand; if he could be permitted to behold the vast assemblage of grand and glorious productions of the lyric art called into being by his own inspired strain, he would weep tears of bitter anguish that, instead of lavishing all the stores of his mighty genius upon the fall of Ilion, it had not been his more blessed lot to crystalize in deathless song the rising glories of Duluth. Yet, sir, had it not been for this map kindly furnished me by the Legislature of Minnesota, I might have gone down to my obscure and humble grave in an agony of despair, because I



could nowhere find Duluth. (Renewed laughter.) Had such been my melancholy fate, I have no doubt but that, with the last feeble pulsation of my breaking heart, with the last faint exhalation of my fleeting breath, I should have whispered, "where is Duluth?" (Laughter.) But, thanks to the beneficence of that band of ministering angels who have their bright abodes in the far-off capital of Minnesota, just as the agony of my anxiety was about to culminate in the frenzy of despair, this blessed map was placed in my hands, and as I unfolded it a resplendent scene of ineffable glory opened before me, such as I imagine burst upon the enraptured vision of the wandering peri through the opening gates of paradise. (Renewed laughter.) There, for the first time, my enchanted eyes rested upon the ravishing word "Duluth." This map, sir, is intended as it appears from its title, to illustrate the position of Duluth in the United States, but if gentlemen will examine it, I think they will concur with me in the opinion that it is far too modest in its pretensions. It not only illustrates the position of Duluth in the United States, but exhibits its relations with all created things. It even goes farther than this. It lifts the shadowy veil of futurity and affords us a view of the golden prospects of Duluth far along the dim vista of ages yet to come. If gentlemen will examine it they will find Duluth not only in the center of a series of concentric circles one hundred miles apart, and some of them as much as four thousand miles in diameter, embracing alike in their tremendous sweep the fragrant savannas of the sunlit South and the eternal solitudes of snow that mantle the ice-bound North. How the circles were produced is, perhaps, one of those primordial mysteries that the most skillful paleologists will never be able to explain. But the fact is, sir, Duluth is pre-eminently a central place, for I have been told by gentlemen who have been so reckless of their personal safety as to venture away in those awful regions where Duluth is supposed to be, that it is so exactly in the center of the visible universe that the sky comes down at precisely the same distance all around it. (Roars of laughter.) I find, by reference to this map, that Duluth is situated somewhere near the western end of Lake Superior, [**Arrivals and clearances of vessels, 1892, 3,482; registered tonnage, 3,810,652.**] but as there is no dot or other mark indicating its exact location, I am unable to say whether it is actually confined to any particular spot or whether "it is just lying around there loose." (Renewed laugh-

ter.) I really cannot tell whether it is one of those ethereal creations of intellectual frost-work, more intangible than the rose-tinted cloud of a summer sunset; one of those airy exhalations of the speculator's brain, which I am told are ever flitting in the form of towns and cities along the lines of railroad built with government subsidies, luring the unwary settler as the mirage of the desert lures the famishing traveler on, and ever on, until it fades away on the darkening horizon, or whether it is a real, *bona fide*, substantial city, all "staked off," with the lots marked with their owner's names, like that proud commercial metropolis recently discovered on the desirable shores of San Domingo. (Laughter.) **[Taxable valuation of Duluth property in 1892, \$34,651,792; real estate transfers, \$15,007,000.]** But, however that may be, I am satisfied Duluth is there, or thereabouts, for I see it stated here on this map that it is exactly thirty-nine hundred and ninety miles from Liverpool, (laughter) though I have no doubt, for the sake of convenience, it may be moved back ten miles so as to make the distance an even four thousand. Then, sir, there is the climate of Duluth, unquestionably the most salubrious and delightful to be found anywhere on the Lord's earth. **[Deaths in Duluth in 1892, 390--9.75 per annum per thousand; births, 1,011--25 per annum per thousand.]** Now, I have always been under the impression, as I presume other gentlemen have, that, in the region around Lake Superior, it was cold enough, for at least nine months in the year, to freeze the smoke-stack off a locomotive. (Great laughter.) **[Average winter temperature at Duluth for fourteen years, 17.9; average summer temperature at Duluth for fourteen years, 63.3.]** But I see it represented on this map, that Duluth is situated just half way between the latitudes of Paris and Venice, so that gentlemen who have inhaled the exhilarating airs of the one or basked in the golden sunlight of the other, must see at a glance that Duluth must be a place of untold delights, (laughter,) a terrestrial paradise fanned by the balmy zephyrs of an eternal spring, clothed with gorgeous sheen of ever-blooming flowers and vocal with the silver melody of nature's choicest songsters. (Laughter.) In fact, sir, since I have seen this map I have no doubt that Byron was vainly endeavoring to convey some faint conceptions of the delicious charms of Duluth when his poetic soul gushed forth in the rippling strains of that beautiful rhapsody—

"Know ye the land of the cedar and pine,  
 Where the flowers ever blossom, the beams ever shine;  
 Where the light wings of zephyr, oppressed with perfume,  
 Wax faint o'er the gardens of gull in her bloom;  
 Where the citron and olive are fairest of fruit—  
 And the voice of the nightingale never is mute;  
 Where the tints of the earth and the hues of the sky,  
 In color, though varied, in beauty may vie?"

As to the commercial resources of Duluth, sir, they are simply illimitable and inexhaustible, as is shown by this map. **[Bank Capital and Surplus, 1880, \$50,000; 1893, \$4,094,314. Bank clearings, 1892, \$98,926,928; first half of 1892, \$47,960,903; first half of 1893, \$54,402,644.]** I see it stated here that there is a vast scope of territory, embracing an area of over 3,000,000 square miles, rich in every element of material wealth and commercial prosperity, all tributary to Duluth. Look at it, sir, (pointing to the map,) here are inexhaustible mines of gold, immeasurable veins of silver, impenetrable depths of boundless forests, **[Total cut in Duluth District in 1892, lumber, 349,394,000 feet; shingles, 116,484,000; lath, 58,502,900.]** vast coal mines, **[Receipts of coal at head of Lake Superior, 1892, 1,965,000 tons.]** wide extended plains of richest pasturage, all, all embraced in this vast territory, which must, in the very nature of things, empty the untold treasures of its commerce **[Iron ore shipped from Duluth District, 1892, 1,167,650 tons.]** into the lap of Duluth. (Laughter.) Look at it, sir, (pointing to the map,) do you not see from these broad, brown lines drawn around this immense territory, that the enterprising inhabitants of Duluth intend, some day, to inclose it all in one vast corral, so that its commerce will be bound to go there whether it would or not? (Great laughter.) And here, sir, (still pointing to the map,) I find, within a convenient distance, the Piegan Indians; which, of all the many accessories to the glory of Duluth, I consider, by far, the most estimable. For, sir, I have been told that when smallpox breaks out among the women and children of that famous tribe, as it sometimes does, they afford the finest subjects in the world for the strategical experiments of any enterprising military hero who desires to improve himself in the noble art of war, (laughter,) especially for any lieutenant general, whose

"Trenchant blade, Toledo trusty,  
 For want of fighting has grown rusty,  
 And eats into itself for lack  
 Of somebody to hew and hack."

Sir, the great conflict now raging in the Old World has presented a phenomenon in military operations unprecedented in the annals of mankind, a phenomenon that has reversed all the traditions of the past as it has disappointed all the expectations of the present. A great and warlike people, renowned alike for their skill and valor, have been swept away before the triumphant advance of an inferior foe, like autumn stubble before a hurricane of fire. For aught I know, the next flash of the electric fire that shimmers along the ocean cable may tell us that Paris, with every fiber quivering with the agony of impotent despair, writhes beneath the conquering heel of her cursed invader. Ere another moon shall wax and wane the brightest star in the galaxy of nations may fall from the zenith of her glory, never to rise again. Ere the modest violet of early spring shall open her beauteous eyes, the genius of civilization may chant the unavailing requiem of the proudest nationality the world has ever seen, as she scatters her withered and tear-moistened lilies o'er the bloody tomb of butchered France. But, sir, I wish to ask if you honestly and candidly believe that the Dutch would have overrun the French in that kind of style if General Sheridan had not gone over there and told King William and Von Moltke how he had managed to whip the Piegan Indians?

(Here the hammer fell.)

(Many cries, "Go on!" "Go on!")

The Speaker—Is there any objection to the gentleman from Kentucky continuing his remarks? The chair hears none. The gentleman will proceed.

Mr. Knott—I was about remarking, sir, upon these vast "wheat fields," represented on this map, [**Duluth's elevator capacity 21,300,000 bushels.**] in the immediate neighborhood of the buffaloes and Piegans, and was about to say that the idea of there being these immense wheat fields in the very heart of a wilderness hundreds and hundreds of miles beyond the utmost verge of civilization, may appear to some gentlemen rather incongruous—as rather too great a strain on the "blankets" of veracity. [**Busheis of wheat received at Duluth in 1892, 46,660,572; flour produced, 1892, 1,094,493 barrels; flour shipped, 1892, 4,763,481 barrels.**] But, to my mind, there is no difficulty in the matter whatever. The phenomenon is very easily accounted for. It is evident, sir, that the Piegans sowed that wheat there and plowed it with buffalo bulls.

[Great laughter.] Now, sir, this fortunate combination of buffaloes and Piegans, considering their relative positions to each other and to Duluth, as they are arranged on this map, satisfies me that Duluth is destined to be the beef market of the world. Here you will observe, [pointing to the map,] are the buffaloes, directly between the Piegans and Duluth; and here, right on the road to Duluth, are the Creeks. Now, sir, when the buffaloes are sufficiently fat from grazing on these immense wheat fields, you see it will be the easiest thing in the world for the Piegans to drive them on down, stay all night with their friends, the Creeks, and to go into Duluth in the morning. I think I see them now, sir, a vast herd of buffaloes, with their heads down, their eyes glaring, their nostrils dilated their tongues out and their tails curled over their backs, tearing along toward Duluth, with about a thousand Piegans on their grass-bellied ponies, yelling at their heels! [Great laughter.] On they come! And as they sweep past the Creeks, they join in the chase, and away they all go, yelling, bellowing, ripping along amid clouds of dust, until the last buffalo is safely penned in the stock-yards of Duluth. [Shouts of laughter.] Sir I might stand here for hours and hours, and expatiate upon the gorgeous prospects of Duluth, as depicted on this map. But human life is too short and the time of this house far too valuable to allow me to linger longer upon the delightful theme. [Laughter.] I think every gentleman on this floor is as well satisfied as I am that Duluth is destined to become the commercial metropolis [**Receipts of freight by rail at Duluth in 1892, 1,727,185 tons; shipments of freight by rail, 1,272,530 tons**] of the universe and that this road should be built at once. [**Duluth expenditures for permanent improvements in 1892, \$6,450,970.**] I am fully persuaded that no patriotic representative of the American people who has a proper appreciation of the associated glories of Duluth and the St. Croix will hesitate a moment to say that every able-bodied female in the land between the ages of eighteen and forty-five, who is in favor of woman's rights, should be drafted and set to work on this great work without delay. [Roars of laughter.] Nevertheless, sir, it grieves my very soul to be compelled to say that I cannot vote for the grant of lands provided for in this bill. Ah, sir, you can have no conception of the poignancy of my anguish that I am deprived of the blessed privilege. [Laughter.] There are two insuperable obstacles in the way.



In the first place, my constituents, for whom I am acting here, have no more interest in this road than they have in the great question of culinary taste, now perhaps agitating the public mind of Dominica, as to whether the illustrious commissioners who recently left the capital for that free and enlightened republic would be better fricasseed, boiled or roasted; [great laughter,] and, in the second place, these lands, which I am asked to give away, alas, are not mine to bestow! My relation to them is simply that of trustee to an express trust. And shall I ever betray that trust? Never, sir! Rather perish Duluth! [Shouts of laughter.] Perish the paragon of cities! Rather let the freezing cyclones of the bleak Northwest bury it forever beneath the eddying sands of the St. Croix. [Great laughter.]





# Founded on a Rock.

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*Duluth Daily Commonwealth, Sept. 9, 1893.*

Not by sunshine and fair weather but by storm and tempest is the strength or weakness of a structure shown. When a building stands uninjured and unmoved amid the fury of a storm before which all others go down, its strength and solidity must be considered proved beyond the shadow of a doubt. The terrible financial storm which has swept over the country during the past three months, bringing distress and disaster to cities in all parts of the United States, has only served to show that the business of Duluth, like the city itself, is "founded on a rock." The facts shown in the following table, compiled from Bradstreet's, are more eloquent than words. A study of the detailed table, which will be found in the issue of that journal for September 2, shows that with the single exception of Binghamton, N. Y., Duluth is the only city in the United States or Canada, which failed to show a marked decrease in the amount of bank clearings for August, 1893, as compared with the same month last year. So far from showing a decrease, or even merely holding her own, Duluth comes grandly to the front with an increase of nearly eleven per cent. Such a marvelous record as Duluth has made can not fail to attract the attention of investors everywhere, and when financial affairs return to their normal condition, there will be such a tide of capital turned in this direction as we have never seen before.

# COMPARATIVE BANK CLEARINGS IN TWENTY-ONE CITIES FOR THE MONTH OF AUGUST, 1892 AND 1893.

CLEARING HOUSE.	AUGUST.		DECREASE.		
	1892.	1893.		PER CENT	INCREASE. CENT
New York.....	2,534,122,452	1,958,039,036	576,083,416	22.7	.....
Boston.....	377,675,833	292,607,148	85,068,685	22.5	.....
Philadelphia.....	282,541,905	231,740,829	50,801,076	17.9	.....
Buffalo..	32,720,230	31,077,261	1,642,969	5.0	.....
Pittsburgh.....	62,995,749	40,723,126	22,272,623	35.3	.....
Cleveland.....	25,247,201	17,677,584	7,569,617	29.9	.....
Cincinnati.....	56,252,700	32,847,300	23,405,400	41.6	.....
Detroit.....	34,359,828	22,501,101	11,858,727	34.4	.....
Louisville.....	31,215,030	11,750,514	19,464,516	62.3	.....
New Orleans.....	27,733,633	21,963,750	5,769,883	20.8	.....
Chicago.....	428,891,416	287,015,717	141,875,699	33.8	.....
Omaha.....	24,278,715	15,773,566	8,505,149	35.0	.....
Denver.....	24,777,710	6,497,415	18,280,295	73.7	.....
San Francisco....	73,411,527	*50,000,000	23,411,527	31.8	.....
Portland.....	9,119,849	2,730,459	6,389,385	70.6	.....
Tacoma.....	3,899,606	1,776,260	2,123,346	54.4	.....
Seattle.....	5,262,890	1,461,768	3,801,122	72.2	.....
St. Paul.....	21,590,886	9,702,310	11,888,576	55.6	.....
Minneapolis.....	32,868,935	16,013,731	16,855,204	51.2	.....
<b>DULUTH.....</b>	<b>5,791,122</b>	<b>6,415,207</b>			<b>624,085</b>
					<b>10.7</b>

\* Estimated.